

## Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes**.
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):☒ State☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☒ Group of States☐ Interstate Compacts☐ Public Agency established by one or more States☐ Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Wisconsin Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): Illinois DOT, Iowa DOT, Michigan DOT, Missouri DOT and Ohio DOT

(4) Application point of contact (POC):

Ron Adams

POC title:

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# What is your project?

(5) Project/program name: Midwest Train Equipment Fleet

- (6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
 The Departments of Transportation from Illinois, Iowa, Michigan, Missouri, Ohio and Wisconsin are requesting funding to procure a fleet of modern train equipment (locomotives, coach cars and bistro/dining cars). New equipment is needed to add seating capacity and replace aging and poorly performing equipment on existing Midwest routes. New equipment also will operate new conventional (79-mph) and high-speed (110-mph) routes as they develop in the Midwest. This equipment will help address the needs of many Midwest Regional Rail Initiative and Ohio Hub corridors. To meet desired reductions in travel times, the Midwest states expect new locomotives to provide improved acceleration and deceleration. The states also expect new coach cars to offer improved on-board amenities. The new train equipment also must meet federal safety and ADA standards. Illinois, Iowa, Michigan, Missouri, Ohio and Wisconsin have expressed interest in initially procuring up to 31 new train sets. Development of related train maintenance facilities would also be part of this procurement.

(7) Location information

- (A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): TBD
- (B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): TBD
- (C) State(s) in which the project/program investment is/are located: TBD
- (D) State(s) in which the benefiting service(s) is/are located: TBD

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- |                                                              |                                                                             |
|--------------------------------------------------------------|-----------------------------------------------------------------------------|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments                       |
| <input type="checkbox"/> Track-Rehabilitation                | <input checked="" type="checkbox"/> Rolling Stock Acquisitions              |
| <input type="checkbox"/> Track-New Construction              | <input type="checkbox"/> Stations, Terminals                                |
| <input type="checkbox"/> New Rights-of-Way                   | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings                 | <input type="checkbox"/> Grade Crossing Improvements                        |
| <input type="checkbox"/> Communications, Signaling, Control  | <input type="checkbox"/> Electric Traction                                  |
| <input type="checkbox"/> Other ( <i>Please describe</i> ):   |                                                                             |

- (B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): 1) Procurement of up to 31 new train sets (locomotives, coach cars, bistro/dining cars); 2) Development of up to six service/inspection facilities; 3) Development of one heavy repair backshop.

(C) Service attributes (*Check all that apply*):

- |                                                                              |                                                                                    |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Additional Frequencies on Existing Route | <input checked="" type="checkbox"/> Improved On-Time-Performance on Existing Route |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------|

☒ New Service☒ Increased Average Speeds/Shorter Trip Times☒ Other (*Please describe*): Improved equipment reliability on midwest routes and improved train amenities. Potential reduction in incremental maintenance costs.(9) Project/program milestones (*mm/yyyy*):

Construction start date: 2010

Construction completion date: 2012

Service improvements realized: 2012

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Top speed (mph)	79	79 - 110	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>

## What will your project/program cost & how will it be funded?

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding): \$1.219 billion (rough estimate, 2008 \$). Includes: 1) 31 coach car sets @ \$23.5 million per set; 2) 62 locomotives @ \$4.2 million per locomotive; 3) Six train service/inspection facilities @ \$30 million per facility; 4) One heavy repair backshop @ \$50 million

(12) Will your project/program proposal include matching funds?

(A) ☐ Yes If yes, as what percentage of total costs?

☒ No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

☐ State

☐ Local

☐ Private

☐ Other *(Please specify)*:

☐ N/A

☒ Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*.

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

☐ Yes ☐ No ☒ Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify: Not sure

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify: Not sure

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008 (MWRRI)	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004 (MWRRI)	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004 (MWRRI)	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004 (MWRRI)	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004 (MWRRI)	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Various	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2006 (MWRRI)	<input type="checkbox"/>

<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Various	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Various	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>General Planning Studies/Documents</b>					
Project Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? ☐ Yes ☐ No ☒ Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? ☐ Yes ☒ No ☐ Not sure

**(A) Who are your partners & what are their commitments?**

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.)  
(If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	NA
Status of railroad owner 1 <i>(Click on the appropriate option from the dropdown menu shaded in gray):</i>	No host railroad involved
Railroad owner 2 (Name):	NA
Status of railroad owner 2 <i>(Click on the appropriate option from the dropdown menu shaded in gray):</i>	No host railroad involved

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). *(Click on the appropriate option from the dropdown menu shaded in gray):*

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? *(Click on the appropriate option from the dropdown menu shaded in gray):* None

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? ☐ Yes ☐ No ☒ N/A ☐ Not sure

**(B) Which track is the best fit for your project/program?**

- (21) Anticipated HSIPR funding track *(Click on the appropriate option from the dropdown menu shaded in gray):*

Unsure (Please explain below)

If unsure, please explain: Possibility exists for substantial completion of train sets within Track 1 timeframe, but full order may take over two years from grant agreement to completion.

- (22) Anticipated application filing date *(Check the appropriate box):*

☒ 2009 – first round

☐ Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): The Midwest states would like FRA's assistance in procuring a fleet of next generation train equipment for the Midwest (and potentially for other regions of the country). FRA's assistance will be needed to ensure this equipment meets performance expectations as well as federal safety and ADA requirements.

## (D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. 1) Additional equipment currently is needed for existing services that are at seating capacity; 2) Additional equipment also is needed to meet planned increases in frequencies and introduction of new conventional (79-mph) and new high-speed (110-mph) service. Services expected to use the new equipment include existing Illinois, Michigan and Missouri routes, new service to Madison, Dubuque and Iowa City, and new Cleveland-Cincinnati service; 3) The current aging Midwest fleet in some cases performs poorly, has poor reliability and suffers from increased maintenance costs; 4) Amtrak has very limited spare equipment to address these current equipment issues; 5) Development of new high-speed locomotive technology may take time. At a minimum, the Midwest states desire new coach cars that could be used with existing locomotive power in the short term; 6) Midwest states desiring new train equipment include Illinois (twelve trains), Iowa (three trains included as part of Illinois' twelve trains), Michigan (eight trains), Missouri (two trains), Ohio (up to five trains), and Wisconsin (four trains). 7) Up to six service/inspection facilities and one heavy repair backshop required.

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